

50X1-HUM

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The location of Csepel Auto Factory is shown on the attached sketch. It was established, after 1945, on the site of the Danube Aircraft Factory (Dunai Repülőgépgyár). Parts are housed in damaged buildings which have been rebuilt and the rest is new construction. Extension work is still in progress. A "felloe" (Kerektárosa) plant was completed in March 1953.
2. The majority of workshops are situated southeast of the local railroad line, but several buildings comprising the aircraft factory are northwest of Szigetszentmiklós Gyártelep stop, and spread out as far as the airfield. One or two workshops and assembly sheds are located on the airfield itself.
3. The factory's official program has been the manufacture of Csepel vehicles under Steyr license at a monthly output of 600. The vehicles were produced in conjunction with the Pieck Railroad Car Factory, Győr, but at the end of 1951 the Győr shops were transferred gradually to Csepel, and by the beginning of 1953, only the chassis were manufactured at Győr. When the car shops were taken over by Csepel, the Győr factory turned over its machine tool plant to the manufacture of 37 mm. antiaircraft guns.
4. The main plants comprising Csepel Auto Factory are administered separately according to their production, and supplies are allocated quite independently by the relevant sections of the Ministry Metallurgical and Mechanical Industry. The following works can therefore be regarded as independent factories:
 - a. Motor Works (See No. 3 on the attached sketch), which is divided as follows:
 - 1) Engine Section.
This, consisting of approximately ten shops, is still being extended. It manufactures engines for all vehicles in

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- 2 -

conjunction with the Rákosi Works. There are rumors that jet engines are also to be assembled here from components delivered from elsewhere (no further details).

2) Gear Section.

This is one of the sections taken over from Győr. Chassis for armored vehicles are said to have been assembled here since the beginning of 1953. Security is particularly strict and workers are not allowed to mix with those from other sections.

3) Vehicle Assembly Section.

This also comprises a large motor mechanic's school. There are some 300 apprentices under training here. Apart from its assembly shops, this section is also responsible for the distribution of motor parts.

b. Aircraft Works (No. 4 on sketch).

Workshops are situated northwest of the local railroad line and have been manufacturing aircraft components until recently. The works have also been assembling an increasing number of jet aircraft from components delivered by the Soviet authorities; test flights take place from the Tököl airfield with Soviet and Hungarian pilots. The works are now scheduled to switch over to a new jet aircraft construction program. The engine components are to be delivered from the motor works (para. 4 a, above), and certain Budapest factories will also be involved in the scheme. The works are entirely Soviet-controlled.

c. Aircraft Repair Shops at Tököl Airfield.

These are due to be taken over from the Hungarian Air Force and placed under Soviet control for carrying out repairs to various aircraft, including jets.

5. Large-scale construction is evident on the north side of the Szigetszentmiklós Gyártelep stop.
6. The plants situated northwest and southeast of the local railroad line are connected to the Szigetszentmiklós Gyártelep stop with normal gauge rails.

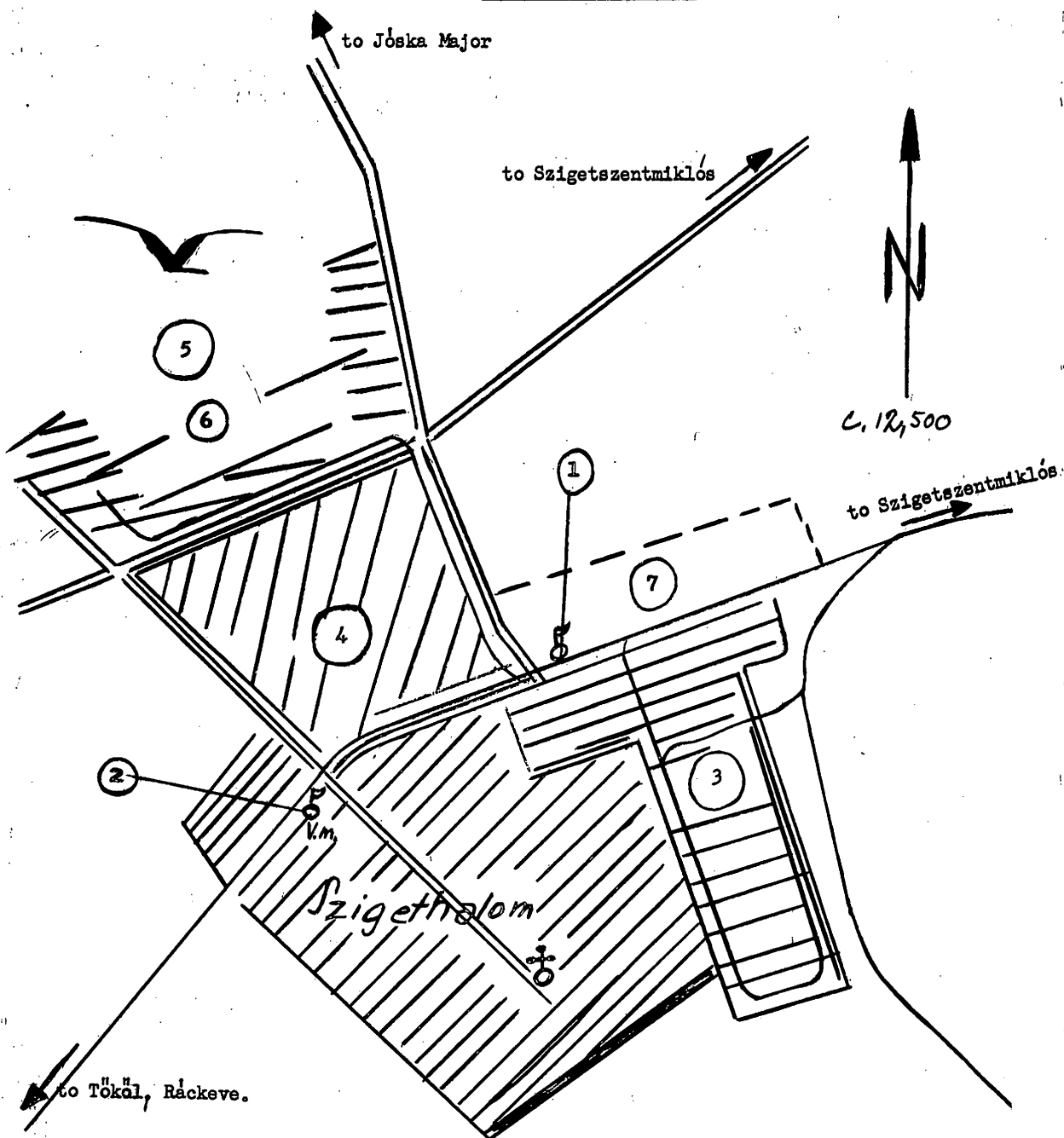
Annex: Sketch-map of the location of the Gsepel Auto Factory (with legend) (1 page).

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- 3 -

Csepel Auto Factory



LEGEND

1. Szigetszentmiklós Gyártelep stop
2. Szigethalom stop
3. Csepel Auto Factory (Motor Works)
4. Csepel Auto Factory (Aircraft Works)
5. Tököl Airfield
6. Assembly sheds and workshops (formerly part of the Danube Aircraft Factory).
7. Site of new construction.

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